- A new iron bridge 250 meters long and resting on five supports has been constructed and over the Tamis River on the Belgrade-Vrsac road near Pancevo.
- 2. There is a concrete bridge at Nikslo-Plevlja on the Plevlje-Savnik road over the Yara River. It has five spane of different lengths: three are 47 meters and the other two are 136 and 50 meters, respectively. The width is 6.5 meters.
- 5. A new iron bridge is being built at Karlovac over the Kupa River. It will be 50 meters long, and six meters wide with two sidewalks for pedestrians. The new bridge is to be fifty meters away from the present temporary bridge.
- 4. A concrete bridge over the Bezdan canal has been constructed on the Subotice-Novisad road at the town of Srbobran. The Bezdan canal connects the Danube and the Tisa.
- 5. Repairs have been completed on the road and railroad bridge between Titel and Novisad on the Tisa River. The bridge is of iron and is 490 meters long. The width of the road for vehicles and the railroad track is 5.20 meters with two sidewalks for pedestrians one meter in width. The bridge is supported by large concrete and stone piers. The central span is higher than the others to permit passage of river traffic.
- Both the railroad and road bridges between Susak and Fiume have been reopened to traffic.
- 7. Moar the village of Bolec, over the Bolecnica River, a concrete bridge has been built. Another bridge is being built over the Brestovacki Potok River. Both bridges are on the Belgrade-Smederevo-Pozarevac road.
- 8. A road bridge is being constructed over the Nisava River in the town of Nis, through which the Belgrade-Sofia international highway will pass. Two concrete pillars are already built and the sides facing upstream are reinforced with granite blocks. The width with be 17 or 18 meters and the lame reserved for automobiles about 11 meters wide.
- 9. The following railroad lines use the bridge over the Kupa River mear Sicak: Zagreb-Velika Gorica-Sisak-Caprag; the single track line Zagreb-Sisak-Belgrade, the Zagreb-Sisak-Banja Luke line, and the Zagreb-Sisak-Petrinja-Glina line.
- 10. Because of the unusual width of the Danube near Belgrade, the Pancevacki Most bridge, which is 1,500 meters long, had to be constructed in ten sections

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supported by concrete, iron and stone pillars. Part of the old structure was removed from the water and repaired in various factories, especially the Maribor foundry in Slovenia. The repaired parts were returned to Belgrade, assembled on barges, and replaced on the pillars.

The sections of the bridge are not all the same length. They vary from 45 to 160 meters. The 45 meter type of section withs 400 tons and were erected with the aid of wooden towers constructed on five barges. At the end of October six sections had been erected including the longest which weighed about 2700 tons. These sections had to be transported on ten barges randpped with towers 15 meters high.

Part of the material came from the Soviet Union. The work is being carried out by Soviet troops from units of engineers. The total personnel numbers about 1,400 people. Yugoslav workers are also working on the bridge.

The officer in command is Lt. General Golovkov assisted by Engineer Colonel Kolokolov and Lt. Colonel Bogomolov. They are Russians.

